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COUNTRY East Germany

REPORT

SUBJECT Neubrandenburg Airfield: Reconstruction Progress

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50X1-HUM
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REFERENCES

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a report, indicating the progress made on the reconstruction of the runway and taxi strip system at Neubrandenburg airfield, as of 31 October 1959.

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STATE	X	ARMY	X	NAVY	X	AIR	X	NBA		FBI					

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

a [redacted] report, indicating the progress made on the reconstruction of the runway and taxi strip system at 50X1-HUMnburg airfield, as of 31 October 1959.

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4 Nov 1959

EAST GERMANY

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AIRNEUBRANDENBURG Airfield: Reconstruction Progress(31st October 1959)

APPENDIX: Attached at APPENDIX "A" is a sketch showing progress made in the reconstruction of the runway/taxitrack system on NEUBRANDENBURG airfield, as at 31st October 1959.

RUNWAY

1. With the exception of 7 metres at its western end, all concrete work on the reconstructed runway at NEUBRANDENBURG airfield has now been completed, and overshoot areas at either end have been levelled.

2. The runway as now reconstructed consists of the following, from WEST to EAST:-

- (i) a stretch of new concrete 392 m. long (56 x 7 m. sections) and 50 m. wide (12 x 4 m. wide strips, and - along the southern edge - 1 x 2 m. wide strip); this stretch is to be extended to the west by 7 m. as soon as the TROLLENHAGEN road, to the eastern edge of which the runway now extends, has been taken up. The concrete along this stretch is 20 cms. thick.
- (ii) a stretch of old concrete, remaining over from the former E-W runway, measuring approximately 530 m. long and 80 m. wide; this old concrete averages 20 cms. in thickness.
- (iii) a stretch of new concrete, measuring 882 m. long (126 x 7 m. long sections) and 80 m. wide (20 x 4 m. wide strips); the concrete along this stretch is 15 cms. thick.
- (iv) finally, a stretch of new concrete, measuring 385 m. long (55 x 7 m. long sections) and 50 m. wide (11 x 4 m. wide strips, and - on the southern side - 2 x 3 m. wide strips). The eastern end of the new runway coincides approximately with the eastern end of the old runway. The concrete here is 20 cms. thick.

3. The whole of the newly laid sections of the runway have been laid on a 30 cm. deep foundation of gravel.

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4. The former N-S runway and eastern readiness platform appear to have been left intact; it is possible that further concrete will be laid to give access to the latter from the eastern end of the new runway, from which it is now separated by a 15 m. wide bare strip, consequent on the reduction in the width of the runway along this stretch.

PARALLEL TAXIWAY and ACCESS TRACKS.

5. A 'parallel' taxiway has now been completed to the south of the runway, and is connected by access tracks to each end of the runway, and to a point approximately 390 m. from the western end of the runway.

6. This taxi and access track system now consists of the following, from West to East:-

- (i) the western outer access track, 222 m. long (37 x 6 m. long sections);
- (ii) a stretch of new concrete 354 m. long (59 x 6 m. long sections), joining the southern end of the western outer access track to a section of old concrete remaining from the former taxi-track system;
- (iii) the western inner access track, joining a point about 390 m. from the western end of the runway to a point about 245 m. from the western end of the parallel taxiway. The junction with the latter has been built out with concrete fillets, which extend along the parallel taxiway for a total (including the width of the access track) of 96 m., the western fillet reaching to a point 198 m. from the western end of the parallel taxi-track, and the eastern fillet to a point 294 m. therefrom. The inner access track itself consists of a main stretch 176 m. long, which was already in existence prior to the present reconstruction, and a 66 m. long new stretch at the southern end; the fillets mentioned above extend along the whole length of this new 66 m. long stretch. Construction of the fillets has not yet been quite completed.
- (iv) a stretch of old concrete approximately 480 m. long, reaching to a point just short of the field track (the latter is shown on the J.I.5. Airfield map; see also Appendix "A").
- (v) a stretch of new concrete 924 m. long; about 30 m. from the western end of this stretch there is a 'kink' in the taxiway, the portion to the west running slightly north of west and closing slightly with the runway's western end, and the portion to the east running due east and parallel to the runway (see Appendix "A").
- (vi) the eastern access track joining the eastern ends of the runway and parallel taxitrack; this is 456 m. long (76 x 6 m. sections) altogether, with a slight kink as shown in Appendix "A" 84 m. from the junction with the runway.

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7. Throughout their length the 'parallel' taxi-track and access tracks are 14 m. wide, consisting of 2 outer 4 m. wide strips and 2 inner 3 m. wide strips. All the new concrete is 22 cms. thick, laid on a 30 cm. gravel foundation, with the exception of the fillets at the junction of the 'parallel' taxiway and the inner access track, where the concrete is 20 cms. thick.

HARDSTANDINGS and ADDITIONAL TAXIWAY.

8. The construction of a hardstanding along the south side of the eastern end of the parallel taxi-track has almost been completed. To date 10 x 4 m. wide strips have been laid; the northernmost strip, adjacent to the taxi-track, is 630 m. long, consisting of 105 x 6 m. long concrete sections, while the next strip is 618 m. long, being shorter at each end by one section; similarly the third strip is 606 m. and the fourth 594 m. long etc., giving a tapering effect to the plan of the hardstanding. A 3 m. wide strip, about 75 m. long, has recently been added to the S.E. side of the eastern access track, and continued parallel to, and a metre away from, the eastern edge of the hardstanding (see inset to Appendix "A"). On the assumption that the southern tip of this strip indicates the southern extremity of the hardstanding, two more strips will be laid to complete the latter, giving it a total width of 12 x 4 m. strips (48 m.).

9. A gravel foundation has also been laid for an additional hard-standing or servicing platform on the S.E. side of the eastern access track, at its southern end. Its layout is to be approximately as shown by the dotted lines in the inset in Appendix "A".

10. No concrete has yet been put down on the gravel foundation laid in August 1959 for a taxi-track joining the [] point of the parallel taxi-track to the service aprons in front of the two remaining hangars. (A third hangar shown on the J.I.5. Airfield map near the eastern extremity of the built up area was demolished some time ago.)

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LABOUR

11. The REICHSBAHN BAU-UNION personnel were withdrawn from the site at the end of September, and the majority of the BAGGER und FÖRDER personnel in mid-October; there are now only some 25-30 employees of the latter firm on the site. The BAU UNION NEUBRANDENBURG still have 250-260 labourers on the site.

GENERAL

12. If the good weather holds it is now hoped to complete all the concrete work during the current year, after which the BAU UNION NEUBRANDENBURG personnel will be withdrawn.

13. There is no talk on the site of any further construction, such as a new P.O.L. depot.

14. The authorities occupying the office labelled "Auftraggeber" (commissioning authority) have been East German Air Force personnel throughout the reconstruction. There has been no general talk on the site of any civil airline interest.

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31st. October 1969